PROJECT NO. HES 280-1(8)1, YORK ROAD

WARREN SCHOOL CURVE REALIGNMENT

ENVIRONMENTAL ASSESSMENT

This document is prepared in conformance with MEPA requirements and contains the information required for an environmental assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with NEPA requirements for an environmental assessment under 23 CFR 771.119.

Submitted pursuant to 42 U.S.C. 4332(2)(c) by the

U.S. Department of Transportation
Federal Highway Administration

and

State of Montana
Department of Highways

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Approved for content and public availability:

2-13-91 — Robert D. Kruse
Date — **for Montana Department of Highways**

2-14-91 — David G. Fuller
Date — **for Lewis & Clark County**

2-15-91 — David C Miller
Date — **for Federal Highway Administration**

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Project no. HES 280-1(8)1, York Road, Wa
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Reviewer:

The following Environmental Assessment documents the various studies and meetings that have occurred during the development of this project.

Comments and questions will be accepted for 45 calendar days after the receipt of this letter. If no communications occur during this time period, it will be assumed that person or agency has no comments. All comments should be sent to:

Mr. David S. Johnson, P.E.
Preconstruction Engineer
State of Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

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1. DESCRIPTION OF THE PROPOSED ACTION

The proposed action consists of the reconstruction of a portion of Federal Aid Secondary (FAS) Highway 280, York Road, in Lewis and Clark County, Montana, to current standards of design and safety. The proposed project, known as the Warren School Curve Realignment is located near the existing Warren School (an elementary school for grades Kthrough 5) and, depending on the alternative selected (Figures 2 and 3), will be approximately 4,400 feet long. It is the intent of this project to rebuild two existing substandard horizontal curves to meet 60 mile per hour design standards to improve safety. The project location is shown on Figure 1.

The existing highway corridor and proposed alternative alignments run through flat terrain. Land uses include mainly farming and residential.

The roadway will be fully reconstructed in accordance with updated standards to meet a 60 mph design speed. The project will include two 12-foot wide traffic lanes with 4-foot shoulders, a total paved width of 32 feet, as shown on the typical section on Figure 4. The roadway will be graded to accommodate a 40 foot wide surface, however, only the 32 foot wide paved top surface will be constructed initially. Auxiliary left turn lanes may be constructed where warranted at major intersections. The proposed project will include grading, drainage, surfacing, signing, pavement markings, topsoiling, seeding, fencing, utility relocation and other highway related construction.

2. PURPOSE AND NEED

2.1. GENERAL

The York Road is used as a farm-to-market road and is also used extensively by commuters to and from the Helena area and by recreationists using the Missouri River, the various campgrounds and recreational sites and the national forests.

2.2. EXISTING CONDITIONS

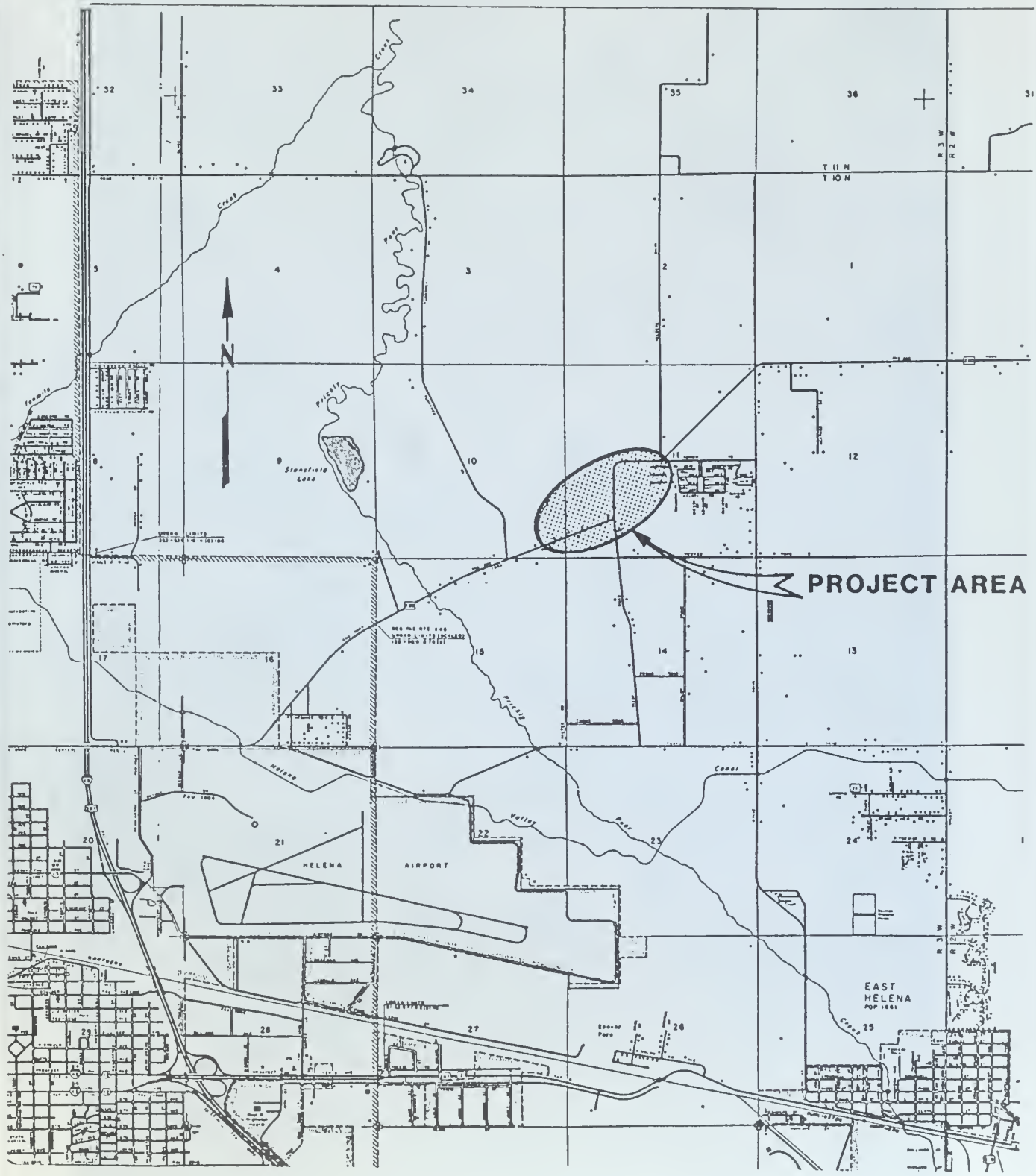
The existing roadway was constructed in the mid-1950's and has a 24 foot wide asphalt paved surface (the standard width for this roadway is 40 feet). The roadway includes a 30° curve (approximately a 200 feet radius) to the left located southeast and adjacent to the Warren School followed by a 24° (approximately a 240 feet radius) curve to the right approximately 1/4 mile north. These curves are far below design standards (a 4° 45' curve is the maximum degree of curvature allowed for a 60 mph design speed). Advance warning signs with 30 mph advisory speed plates are in-place. Also in-place (installed in 1980), on both approaches to the curves, are flashing lights mounted on signs that say "Speed Violation When Flashing" that warn drivers when they are approaching the curves too fast.

Vertical grades are less than 1 percent in all areas. There are no bridges in the project area. There are several pipe culverts, 24" diameter or less, crossing the existing roadway.

WARREN SCHOOL - CURVE REALIGNMENT

YORK ROAD PROJECT: HES 280-1(8)1

LEWIS & CLARK COUNTY MONTANA



VICINITY MAP

SCALE: 1" - 4000'

FIGURE 1

WARREN SCHOOL CURVE REALIGNMENT

FAS 280 - YORK ROAD PROJECT HES 280 - 1(8)1

LEWIS & CLARK COUNTY, MONTANA

FIGURE 2

WARREN SCHOOL CURVE REALIGNMENT

FAS 280 - YORK ROAD PROJECT HES 280 - 1(8)1

LEWIS & CLARK COUNTY, MONTANA

PHOTO DATE APR 1987

FIGURE 3

WARREN SCHOOL CURVES REALIGNMENT
HES 280-1(8)1

TYPICAL SECTION

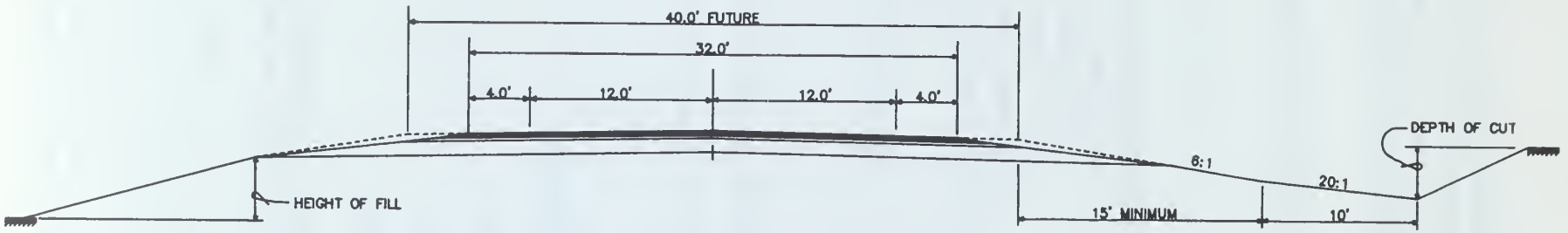


FIGURE 4

2.3. TRAFFIC

The improvements are expected to generate no significant amount of additional traffic beyond the increases that would occur with the No-Build Alternative. Traffic patterns will change in the immediate project area depending on the alternative selected. If the preferred alternative is constructed, traffic will move from in front of the existing Warren School to behind the Warren School.

Existing and projected traffic volumes are summarized as follows:

TRAFFIC VOLUMES

1990 ADT	= 2,400	Present Average Daily Traffic
1993 ADT	= 2,500	Traffic at Letting Date
2013 ADT	= 3,400	Design Year Traffic
DHV	= 390	Design Hourly Volume
D	= 55 - 45%	Directional Distribution
T	= 5.2%	Trucks, Medium and Heavy
All Trucks	= 30.0%	All Trucks
18 Kip Eal	= 59.89%	All Trucks
RV's	= 5.0%	Recreational Vehicles

2.4. ACCIDENT HISTORY

An important purpose of this project is to improve highway safety and reduce accidents.

The following table summarizes accidents which have occurred on the two curves since 1972:

Period	Accident Rate (Acc/Million Vehicle Miles)*
01Jan72 - 17Apr80	23.6
18Apr80 - 10Feb81	Construction
11Feb81 - 30Jun88	19.3

*The statewide average accident rate during this same period was approximately 2.6 accidents per million vehicle miles.

As the above data indicate, the accident rate in this area is several times the average rate for this type of roadway. The above data also indicate the accident rate declined slightly after construction which occurred in 1980 and 1981. Flashing warning lights that notify vehicles when they are traveling too fast were installed in 1980, and a concrete barrier (Jersey Rail) was installed in 1981 between the Warren School playground and the curve adjacent to the school because too many automobile accidents were occuring that resulted

in a number of vehicles coming to rest on the school playground.

The accident severity rate for this area was 1.79 for the period from 1981 to mid-1988. The statewide average accident severity rate from 1977 to 1985 was 1.53.

Almost all accidents occurred as a result of vehicles out of control and unable to negotiate the sharp curves.

3. ALTERNATIVES

3.1. ALTERNATIVES UNDER CONSIDERATION

The following alternatives for the proposed project are under consideration and are discussed in detail in this document. Approximate alignments are shown on Figure 3.

ALTERNATIVE E

Alternative E was developed as a result of studies and meetings that have been held to date. It is the same alignment as Alternative D on the west end, and on the northeast end it is located in between Alternatives C and D, reconnecting with the existing 4° curve located just past the 24° curve of the Warren School Curves. It includes two 4° 30' curves. The existing tangent between the Warren School Curves will be utilitized as an access road onto the new roadway from the Warren School and surrounding area as well as a connector road between the new roadway and Tizer Road. The west end of the existing roadway would be terminated with a cul-de-sac, creating a dead end.

NO-BUILD ALTERNATIVE

The no-build alternative is to leave the roadway as it is, or do nothing.

3.2. OTHER ALTERNATIVES

The following alternatives were considered, but were not selected for complete study and analysis in this document. They are shown on Figure 2.

ALTERNATIVE A

The alignment for this alternative will leave the existing roadway at the 30° curve near the Warren School, then extend northeasterly and reconnect with the existing roadway northeast of the intersections of York Road, Helberg Road and Herrin Road. The alignment will include a 4° horizontal curve and a 1° horizontal curve. This alternative received no public support from local residents at a public scoping meeting held at the Warren School on October 17, 1990. It also would necessitate relocating a newer home, and it would split a proposed subdivision.

ALTERNATIVE B

The alignment for this alternative will leave the existing roadway approximately 1000 feet west of the 30° curve near Warren School and will reconnect with the existing roadway at the 24° curve north of the school. The alignment will include two 7° 30' minute curves -- suitable for a design speed of only 50 mph. Because this alternative will not provide the desired design speed, it has not been included for detailed consideration in this document.

ALTERNATIVE C

This alternative alignment will leave the existing roadway approximately 2000 feet before the 30° curve near the Warren School, then extend northeasterly and reconnect with the existing roadway within the existing 4° 00' curve located approximately 300' southwest of the intersection of Helberg and Herrin roads. This alignment includes two 4° curves that are good for 60 mph design speed. This alternative was not selected because it would require removal of several farm buildings and the intersection with the connection to Tizer Road (also the school access road) would be situated on a curve with 8% superelevation.

ALTERNATIVE D

Alternative D will leave the existing roadway at the same location as Alternative C and extend northeasterly and reconnect with the eastern most end of the 24° curve located to the northeast of the Warren School. It includes two 4° 30' curves that are within the standards for a 60 mph design speed. This alternative was not selected because it would require the removal of one farm building and the intersection with the connection to Tizer Road (also the school access road) would be situated on a curve with 8% superelevation.

An additional alternative was discussed after it was proposed at the public scoping meeting that was held on 17 October 1990. It involved a major realignment that extended from west of Prickly Pear Creek, across the creek, and reconnected to the existing alignment north of the school. This alignment would require construction of 2 miles of secondary road and a new bridge across the creek. This alternative was dropped from further study because it is outside the scope of work for this project, would require significant new right-of-way and would have substantially greater environmental effects.

3.3. PREFERRED ALTERNATIVE

Based on the data collected, studies completed and public and agency comments received to-date, the preferred alternative is Alternative E as shown on Figure 3, for the following reasons:

It meets current standards for a 60 mph design speed.

It has the least impact on the surrounding area because there are as few or fewer residents near this alignment than any other.

It is farther away from the Warren School, thereby reducing noise pollution to the

school as well as minimizing the danger to the school children.

The required right-of-way will be predominately acquired from one land owner.

There will be no relocations required.

It provides the most safety for the general public of all the alternatives because as mentioned above it affects the fewest residents in the area, it removes the majority of transient traffic flow from immediately adjacent to the school, and it minimizes the number of required pedestrian crossings by school-bound children.

New construction for an access road to the Warren School and surrounding area is minimized by utilizing the north-south tangent section between the Warren School Curves. Additional right-of-way required for the project is also reduced.

The intersection with the connection to Tizer Road (also the school access road) will be situated on a tangent section, which will eliminate the hazards that are associated with steep superelevation and icy conditions during winter months.

4. AFFECTED ENVIRONMENT AND IMPACTS

4.1. SOCIAL AND ECONOMIC

As with all of Lewis and Clark County, the Helena Valley is racially homogeneous. The 1980 census reported 96.9 percent of valley residents classified themselves as being white. The largest racial minority population residing in the valley is Native American Indians. One hundred seventy Native Americans lived in the valley in 1980, 2.7 percent of its total population.

There are no known communities or concentrations of minorities in the project area.

The improvements primarily involve totally new construction of approximately 4,400 feet of roadway. The new roadway will be wider and more capable of handling projected traffic loads. An access road will be constructed that will tie into the new roadway to provide access to and from the Warren School and the surrounding area. Existing traffic patterns will not be changed significantly. There will be some short term beneficial economic impacts to the local community during the construction period.

No other social or economic impacts have been identified.

4.2. RELOCATIONS

No relocations will be required.

No special problems with relocation or replacement housing have been identified.

4.3. AIR QUALITY

The State Air Quality Bureau has indicated on other projects that:

> In general, any project which will smooth out the traffic flow, and reduce stopping and idling time will also reduce the amount of air pollution emissions from transportation sources. Asphalt plants and gravel crushers are the primary emission sources for highway construction, and they must obtain an air quality permit from our office to operate in the state.

Requirements of the Montana Department of Highways, Standard Specifications[1], will be followed to help mitigate dust and other air pollution during construction.

The project is not in conflict with the State's Implementation Plan for achieving federal ambient air quality standards.

No additional mitigation measures are planned or required.

4.4. NOISE

No significant negative impacts on noise levels are expected since traffic is expected to increase on this roadway whether or not the proposed project is constructed. A positive impact (reduction in noise levels) is expected because the new roadway will be farther away from the school and the surrounding residences.

Ambient noise measurements were taken at five selected locations during existing peak hour traffic. Two locations selected were in front of Warren School (nearest the existing roadway) and behind the Warren School (nearest the proposed new centerline). The other locations selected are between the existing roadway and the proposed alignment within the western half of the proposed project. The fifth location selected for noise measurements is located near the end of the project within the Leisure Village Subdivision, on the side nearest to the project. All of the existing and projected levels are well below the Noise Abatement Criteria for Category B, Leq(h) equal to 67dBA. No significant noise level increases are projected.

4.5. ENERGY

The proposed facility will include wider horizontal curves. Vehicles will not be required to decelerate, then accelerate to negotiate horizontal curves and passing will become easier and more efficient. The project is therefore expected to increase vehicle operating efficiency and thereby save fuel and decrease wear.

There will be a temporary increase in energy consumption during construction activities.

No mitigation measures are planned or required.

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1. Montana Department of Highways, Standard Specifications for Road and Bridge Construction, 1987 Edition, 01 January 1987.

4.6. FLOODPLAIN

As shown on Figure 5, a portion of each alternative, including the No-Build Alternative, will encroach on a narrow strip of the 100 year floodplain, Zone A. The roadway and related drainage features will be designed so that no increase in flood elevations will occur. A floodplain permit will be required.

No other mitigation measures are planned or required.

4.7. CHANNEL MODIFICATION

There are no significant streams or drainage channels that will be affected by the proposed project.

4.8. WATER QUALITY

Since there are no streams or lakes in the project area, no water quality impacts have been identified.

Ground water in the area of the proposed project ranges in depth from 2 feet to 20 feet[2]. Residences and businesses in the area rely on the aquifer as a sole source for potable and irrigation water.

4.9. WETLANDS

A wetlands survey[3] has been completed and it has been determined that there are no wetland resources that will be affected by the proposed project.

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2. United States Department of the Interior, Geological Survey, Hydrologic Data from Selected Wells in the Helena Valley, Lewis and Clark County, Montana,Open-File Report 79-1676,1981.

3. Chaffee, George B., Resource Consultant, Investigation of Wetlands and Biological Resources within the Warren School Highway Project, 20 September 1990.

4.10. LAND USE

Current land use in the project area is primarily farming and residential with some public use for the school, the East Valley Volunteer Fire Department and the Community Center.

Each of the proposed alternatives divide existing irrigated fields and the purchase of right-of-way will cause subdivision of land into smaller parcels. This will decrease the suitability of the land for farming and may encourage development of residential or commercial lots.

This impact may be mitigated by existing subdivision laws and land use planning. There is no zoning in the project area.

4.11. CULTURAL RESOURCES

A cultural resource survey has been completed[4]. The are no known properties in the project area that are eligible for the National Register of Historic Places.

4.12. FISH, WILDLIFE AND THREATENED OR ENDANGERED SPECIES

A biological assessment has been completed for this project[5] and it has been determined that wildlife values in terms of forage and cover are minimal and do not constitute a problem due to the proposed action.

The project has been coordinated with the U.S. Fish and Wildlife Service(USF&WS)[6]. The USF&WS indicated that endangered species which may occur in the project area include the bald eagle and the peregrine falcon. The USF&WS indicates that these species occur at the project location as seasonal migrants and the bald eagle is known to nest a few miles north of the project. The USF&WS indicates that no substantive issues with the proposed project regarding these species are foreseen. They strongly urge that any power lines modified or reconstructed be raptor-proofed following the criteria and techniques outlined in Raptor Research Report No. 4, "Suggested Practices for Raptor Protection on Power Lines - the State of the Art in 1981".

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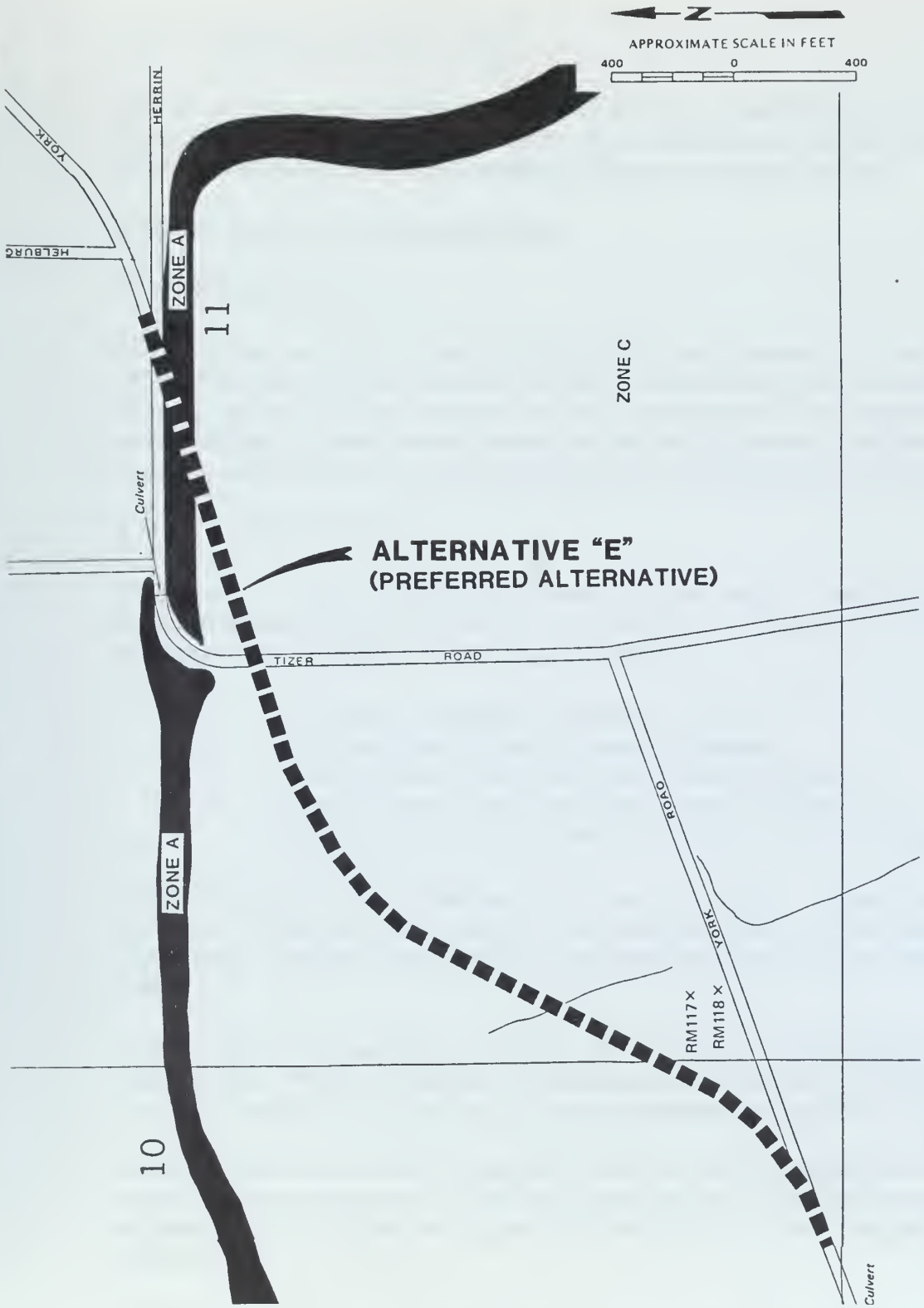
4. Historical Research Associates, Project HES 280-1(8)1, Warren School Curve Realignment, Cultural Resource Survey, November 1990.

5. Chaffee, George B., Resource Consultant, Investigation of Wetlands and Biological Resources within the Warren School Highway Project, 20 September 1990.

6. McMaster, Kemper, Montana State Office, United States Department of the Interior, Fish and Wildlife Service, letter dated 17 October 1990.



KEY TO MAP

100 Year Flood Boundary

100 Year Flood Boundary

Zone Designations

ZONE A

100 Year Flood Boundary

100 Year Flood Boundary

Base Flood Elevation Line With Elevation In Feet*

Base Flood Elevation in Feet Where Uniform Within Zone1*

Elevation Reference Mark

Zone D Boundary

River Mile

*Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
AR	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

For adjoining map panels, see separately printed Index To Map Panels.

INITIAL IDENTIFICATION
DECEMBER 31, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS
SEPTEMBER 13, 1974

FLOOD INSURANCE RATE MAP EFFECTIVE
APRIL 1, 1981

FLOOD INSURANCE RATE MAP REVISIONS
Map revised September 4, 1985 to change flood plain boundaries, zone designations, base flood elevations, corporate limits, and cultural features on map format.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program at (800) 638-6620.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

LEWIS AND CLARK COUNTY, MONTANA
(UNINCORPORATED AREAS)

PANEL 1529 OF 1725
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
300038 1529 C

MAP REVISED
SEPTEMBER 4, 1985

Federal Emergency Management Agency

WARREN SCHOOL CURVE REALIGNMENT
FLOODPLAIN DELINEATION

FIGURE 5

4.13. AGRICULTURAL LANDS

The project has been coordinated with the Soil Conservation Service and a form AD 1006 has been completed. A total of 11 acres of agricultural lands will be affected by the project. None of the lands affected are considered prime or unique farmland[7].

Irrigation facilities will be perpetuated.

4.14. RIGHT-OF-WAY

The required new right-of-way width for the project is estimated to be generally 140 feet (70 feet each side). The width may be wider in some areas where required by roadway fills or cuts, special drainage features or other requirements. The right-of-way may be narrowed slightly in some areas to avoid conflict with important structures or other terrain features. Alternative E, the preferred alternative, will require 11 acres of new right-of-way.

4.15. CONSTRUCTION

Construction related activities will result in some short term adverse impacts which cannot be avoided. These impacts will be temporary and should last only for the duration of construction activities. These impacts include:

- emissions from asphalt plants and crushers,
- dust from construction equipment activities,
- increased noise levels from construction equipment,
- potential for erosion from fresh cut and fill slopes, and
- inconvenience to drivers due to detours and temporary surfacing.

These impacts will be minimized to the extent practical through proper construction practices. Dust will be controlled by watering and/or other acceptable methods. Construction related erosion will be controlled and slopes will be revegetated as soon as possible.

Traffic will be maintained through the project during construction -- a traffic control plan will be developed to minimize inconvenience to motorists. For the most part, traffic will be maintained on the existing roadway during construction.

Gravel and borrow sources for subgrade, base and surfacing aggregates have not yet been defined. Borrow material removal and gravel pits will be subject to applicable rules and regulations of the Montana Open Cut Mining Act -- a mine reclamation plan will be required.

A temporary water use permit will have to be obtained from the Montana Department of

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7. United States Department of Agriculture, Soil Conservation Service, letter dated 18, December 1990.

Natural Resources and Conservation for water needed for dust control or other construction related purposes. Information about application forms and procedures can be obtained from the DNRC Office, 1520 East Sixth Avenue, Helena, MT 59601 (phone 444-6695).

4.16. PEDESTRIANS AND BICYCLISTS

A significant number of Warren School students and other pedestrians cross the existing roadway traveling between the school and the Leisure Village Mobile Home Park and other residential areas. Construction of Alternative E will have a significant beneficial impact because the roadway will be moved to the other side (north side) of the school and out of the travel path of most students and other pedestrians.

The existing roadway, as previously indicated, is only 24 feet wide with no provisions for pedestrians or bicyclists to travel along it. The proposed roadway will be 32 feet wide -- two 12 foot travel lanes and two 4 foot paved shoulders, with an additional 4 foot of shoulder that will not be paved at this time (See Section 1. DESCRIPTION OF THE PROPOSED ACTION). The wider roadway should make it more convenient and safer for pedestrians and bicyclists to use the roadway.

4.17. VISUAL

The viewshed (the land area which can be seen from the project -- this is identical to the land area from which the project can be seen) for all project alternatives includes the Helena Valley and the adjacent mountain ranges. Topographic features include small scale farm and ranch land, residences and yards, Warren School, the fire station, the Community Center and other county roads. Topographic features seen from the proposed project also include the distant hills and mountain ranges, as well as wooded draws and bottomlands. Landcover includes pastureland, some farming (grain and alfalfa), natural grasses and man-made development.

Those who view the existing roadway and who will view the completed project include residents of the immediate vicinity; children and teachers attending Warren School; visitors to the fire station and the Community Center; and those traveling in or through the area (mostly Helena area residents) on existing county roads and streets.

The view from the roadway, if Alternative E is constructed, will be of the back of Warren School, the back of several farm houses and related outbuildings and of adjacent farm land.

The view from the roadway of the distance mountain ranges will not change significantly for any of the proposed alternatives.

The view of the project, with any of the proposed alternatives, will be of a modern highway facility with smooth lines and with rounded fill and cut slopes which will be covered with topsoil and planted with native grasses. If Alternative E is constructed, the existing roadway will also remain in-place so there will be more paved roadway area than currently exists. The view in the area will therefore shift toward a more developed, less agricultural

viewshed.

No additional mitigation measures are recommended.

4.18. PARKS AND RECREATION

There have been no potential negative impacts on parks or recreation identified. The project has been coordinated with the Parks Division of the Montana Department of Fish, Wildlife and Parks[8].

No Section 4(f) or 6(f) properties have been identified that will be affected by this project.

4.19. HAZARDOUS WASTE

No hazardous waste sites have been identified on this project.

5. COMMENTS AND COORDINATION

On 03 October 1990, a letter of intent was sent to Federal, State and local agencies and affected private individuals and organizations. Comments and information were requested which would be relevant to this project. Written comments from the following local, State or Federal agencies have been received and are included in the appendix of this document.

United States Department of the Interior
Fish and Wildlife Service
Helena, MT 59626

U.S. Department of Agriculture
Soil Conservation Service
Helena, MT 59601

On 17 October 1990, at 7:30 p.m., an informational meeting was held at Warren School to discuss the proposed project scope, alternatives to be considered and studies completed and to solicit public comment. A summary of the meeting is included in the Appendix of this document.

Copies of written comments received from agencies and from the public are also included in the Appendix.

A location and design public hearing will be held in the near future to further solicit comments from the public.

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8. McMaster, Kemper, Montana State Office, United States Department of the Interior, Fish and Wildlife Service, letter dated 17 October 1990.

6. LIST OF PREPARERS

This environmental assessment was prepared by the Montana Department of Highways and the Federal Highway Administration with assistance from Morrison-Maierle/CSSA. The primary agencies and the individuals involved include the following:

LEWIS AND CLARK COUNTY

Linda Stoll-Anderson, Chairperson, County Commission

C. Robert Hanson, County Surveyor

Montana Department of Highways

Robert R. Newhouse, Consultant Design Engineer, Consultant Design Section

Sam Naseem, Assistant Consultant Design Engineer, Consultant Design Section

Edrie L. Vinson, Supervisor, Environmental Section

FEDERAL HIGHWAY ADMINISTRATION

Dale W. Paulson, Environment and Project Development Engineer

Dave Miller, Planning and Program Development Engineer

MORRISON-MAIERLE/CSSA

Brad Peterson, Chief Transportation Engineer

Michael A. Wagner, Project Manager

7. APPENDIX

Comments and Information Received

RECEIVED
DEC 1. 1990
MORRISON—MAIERLE/CSSA, INC.

United States Department of Agriculture
Soil Conservation Service
P.O.B. Drawer 10022
301 South Park
Helena, MT 59626
Phone: (406) 449-5278

December 18, 1990

Michael A. Wagner, E.I.T.
Highway Engineer/Geologist
Morrison Maierle
PO Box 6147
Helena, MT 59604

Dear Mr. Wagner:

The ratings for alternatives C & D alignments have been made as requested. These sites do not contain farmlands that are considered to be prime, unique, statewide or locally important.

The soil mapping unit for these farmlands is 306A.

If you have any questions concerning this determination, please contact me.

Sincerely,

Michael L. Crowell
Soil Conservationist
Soil Conservation Service

MLC/cjo
enclosure

c: file

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
Fish and Wildlife Enhancement
Federal Building, U.S. Courthouse
301 South Park
P.O. Drawer 10023
Helena, Montana 59626

IN REPLY REFER TO:
FWE-61130-Billings

October 17, 1990

Mr. Brad Peterson, P.E.
Project Manager
Morrison-Maierle/CSSA
P.O. Box 6147
Helena, Montana 59601

Dear Mr. Peterson:

We have reviewed your Notice of Intent regarding the proposal to reconstruct approximately one mile of York Road (FAS 280) near Warren School in Lewis and Clark County, Montana (Project HES 280-1(8)1).

The threatened or endangered species which may occur in the general project area at times include the bald eagle (Haliaeetus leucocephalus), peregrine falcon (Falco peregrinus), and black-footed ferret (Mustela nigripes).

Both peregrine falcons and bald eagles may occur in the area as spring and/or fall migrants, and bald eagles occur nearby as winter residents. We are not aware of peregrine falcon or bald eagle nest territories in or near the project area. While we do not foresee any substantive issues with the proposed project with regard to the bald eagle and peregrine falcon, any powerlines in the vicinity, if not properly constructed, could pose electrocution hazards for these species. To conserve these species and other large raptors protected by Federal law, we urge that any powerlines that may need to be modified or reconstructed as a result of the project be raptor-proofed following the criteria and techniques outlined in Raptor Research Report No. 4, "Suggested Practices for Raptor Protection on Powerlines - The State of the Art in 1981". A copy may be obtained from:

Jim Fitzpatrick, Treasurer
Raptor Research Foundation
Carpenter St. Croix Nature Center
12805 St. Croix Trail
Hastings, Minnesota 55033.

Prairie dog (Cynomys sp.) towns are considered potential habitat for black-footed ferrets. Considering the specific location of the proposed project, the potential for encountering prairie dogs appears quite low. However, if prairie dog towns are found to occur within the project rights-of-way, surveys for black-footed ferrets may need to be conducted and survey reports submitted to this office for review and concurrence within one year prior to disturbance to the towns. Please contact us for guidelines for conducting ferret surveys if you determine that prairie dog towns or ferrets may be affected by the proposed project.

We do not believe other fish and wildlife resources will be measurably impacted by the proposed project.

We appreciate your efforts to consider and conserve fish and wildlife resources, including threatened and endangered species. If you have questions regarding this letter, please contact Mr. Gary Wood of our Billings Suboffice (406) 657-6750.

Sincerely,

Kemper McMaster
Field Supervisor
Montana/Wyoming Field Office

cc: Suboffice Coordinator, USFWS, Fish & Wildlife Enhancement (Billings, MT)

JGW/dc

"Take Pride in America"

"NOTICE OF INTENT-HES 280-1(8)1"

"MAILING LIST"

Citizens' Advocate Office		Capitol Building	Helena,MT 59620
Dept. of Commerce	Office of the Director	1424 Ninth Ave.	Helena,MT 59620
Dept. of Fish,Wildlife,& Parks	Assis. Admin. Env. & info. Div.	1420 E. Sixth Ave.	Helena,MT 59620
Dept. of Nat. Res. & Conservation	Office of the Director	1520 East 6th	Helena,MT 59620
East Valley Fire Dept.	Bill Wagner	221 Breckenridge	Helena,MT 59601
Environmental Quality Council	Office of the Director	Box 215 Capitol Post Office	Helena,MT 59620
Governor's Office	ATTN: Debbie Davis	Capitol Room 221	Helena,MT 59620
Helena Chamber of Commerce		201 E. Lyndale	Helena,MT 59601
Helena School Dist. #1		P.O.Box 5417	Helena,MT 59604
Independent Record		P.O.Box 4249	Helena,MT 59601
Lewis & Clark County Commissioners	Lewis & Clark County Courthouse		Helena,MT 59601
Lewis & Clark County Extension Office		P.O.Box 855	Helena,MT 59601
Lewis & Clark County Planning Board	ATTN: Robert Rasmussen	P.O.Box 1725	Helena,MT 59624
Montana Automobile Assoc.		P.O.Box 4129	Helena,MT 59601
Montana Chamber of Commerce		P.O.Box 1730	Helena,MT 59624
Montana Motor Carriers Assoc.		P.O.Box 1714	Helena,MT 59624
Montana Power Company		40 East Broadway	Butte,MT 59701
Montana Taxpayers Assoc.		P.O.Box 4909	Helena,MT 59604
State Clearinghouse	Lt. Governor's Office		Helena,MT 59620
State Supervisor,Montana State Office	Fish & Wildlife Serv. U.S. Dept.of In	P.O.Box 10023	Helena,MT 59626
Warren School	Sue Ellen Gabriel, Principal	2690 York Rd.	Helena, MT 59601
Warren School	Chris Eby, President PTO	3210 Tizer Rd.	Helena,MT 59601
U.S. Dept. of Trans. Federal HWY. Admin.		301 S. Park Ave. Drawer 10056	Helena,MT 59626
U.S. Postmaster		U.S. Post Office	Helena,MT 59601
U.S. West Communications	Mgr. Highways	P.O.Box 1716	Helena,MT 59601
Margaret A. Anders		2470 York Rd.	Helena,MT 59601
Robert H. & Marilou Birkland		2531 York Rd.	Helena,MT 59601
Rep. Jan Brown		906 Madison	Helena,MT 59601
Don Didriksen		2585 York Rd.	Helena,MT 59601
Lois E. Espelin		2445 York Rd.	Helena,MT 59601
K. Ann Ferguson		2620 Tizer Rd.	Helena,MT 59601
Rep. Hal Harper		9 Comstock Rd.	Helena,MT 59601
Dennis Lindberg, Manager		Leisure Village Subdiv.	Helena,MT 59601
Douglas B. & Jule A. Ludtke		3860 Floweree Dr.	Helena,MT 59601
Sen. Joseph P. Mazurek		516 Hayes	Helena,MT 59601
Laura E. Monson		2630 York Rd.	Helena,MT 59601
Rep. Mark O'Keefe		531 Power St.	Helena,MT 59601
Doug Porter		2520 York Rd.	Helena,MT 59601
Sen. Tom Rasmussen		550 N. Montana	Helena,MT 59601
Rep. Jim Rice		1525 Williamsburg Rd.	Helena,MT 59601
Dennis Shea	Highway Commissioner	3470 St. Anns	Butte,MT 59701
David R. Thompson		2711 York Rd.	Helena,MT 59601

PUBLIC SCOPING MEETING

WARREN SCHOOL CURVE REALIGNMENT

OCTOBER 17, 1990, 7:30 P.M.

Brad Peterson of Morrison-Maierle/CSSA introduced the following people:

1. Gerry Graham, M-M/CSSA
2. Annie Keefe, M-M/CSSA
3. Bob Hanson, County Surveyor
4. Bob Newhouse, Consultant Design Engineer, MDOH
5. Bill Hay, HRA

Brad then explained how the environmental assessment process (EA) works.

Brad pointed out that there are the four alternative alignments and explained the proposed typical section on the display board and in the handout.

He described the handouts and explained the sheet for sending in comments, and that written comments are important.

Attendees were informed that the meeting was being recorded, and that the tape will remain on file.

In closing, Brad explained that comments on issues that are significant, alternatives preferred and additional altervatives to consider will be appreciated.

Gerry Graham pointed out on display and explained each alternative.

The meeting was then opened for public comments. The following is a summary of those comments:

Ann Ferguson: Where would buses turn off to go to school?

Brad pointed out alternatives.

Chris Eby: What is the projected construction date of the project:

Brad: It is a high priority project. EA and Design should be complete this time next year. The earliest construction date is 1992, depending on funding.

Melvin Drake: Why is it necessary to have a 40 foot right-of-way when the rest of York Road is only a 24 foot right-of-way? Why improve only part of the road?

I am for the No-Build Alternative.

Another alternative might be to widen the existing slopes on the curves. Don't change the curve by the school. People should be going slow by the school anyway. Maybe you change the north curve.

The "Y" at the Canyon Ferry - York road intersection needs work more than these curves.

I am against the first four alternatives. Why not just widen the existing curve or leave the whole thing alone?

Linda Darelius: There have been numerous cars through the fence and through the playground. I would rather pay more taxes than to have a child get hurt on the playground. This is just a time bomb waiting to go off.

I am for Alternative C. Move the road away from the school. Leave the old road for buses and school traffic.

Read letter from a rancher (Name) who could not attend the meeting.

School attendance is expected to increase to 400 children by 1995.

Ann Ferguson: There have been 15 deaths in the last 15 years, and that is only by the brick house.

Approximately 200 parents bring their children to school by vehicle, along with four buses. There are a couple of hundred people going to work. This creates a time bomb situation.

Something needs to be done.

I want Alternative B, as long as the curves are not too sharp to get into traffic.

I am against Alternative A, as this will still bring all the traffic in front of the school.

Let's get it going.

Doug Porter: I have hit the ditch three times to avoid other cars when I was taking my children to school. These alternatives will put me on a curve, and I don't want to dodge traffic.

No more "Y" intersections.

I feel like you are moving the problem to my house.

Melvin Drake: If you design curves for 60 mph, the kids will wreck at 90 mph. Instead of getting hurt, they will get killed.

What percent of this project is federally funded?

Brad: 78% is federal, 22% is state, although the funding sources have not been completely decided yet. The County might help.

Terry Pipenich: (Representative of the School District): Definitely against Alternative A. It will not alleviate the problem. The children will still have to cross the road in heavy traffic.

We are concerned about Alternative B, as it may clip the corner of the school property. There are 280 children enrolled now, versus 244 last year. If we have to expand the school, there is not enough acreage, as we only own 3.4 acres. Also concerned with the cost of property if they have to buy more to expand school

We are now using all of the old building.

Alternative A would not help, as the students who walk to school would still have to cross the highway. Also, the children are walking in the borrow pit.

We are receptive to Alternative C or D, providing all problems are met.

Can a walkway be constructed in conjunction with any alternative used?

Chris Eby: Alternative A would not fix the problem. It is too close to the school.

Alternative C and D are the best choices. A walkway is an excellent idea.

I think the roadway should be closer to Floweree.

We have to fix this before a tragedy happens.

Unknown: Why are Alternatives A and B even being considered?

Brad: All alternatives must be considered for the EA.

Robert Rasmussen: (County Planning Department). Alternative A is probably not acceptable, as the road would still be between the residential areas and the school.

Alternative B will not significantly reduce the problem.

Please do not spend too much time and money on Alternatives A and B.

Why not use a 24 foot top (2-12 foot driving lanes). Then, when the rest of the road is reconstructed, a 40 foot top can be constructed at that time. The County's intent is to fix the road at the lowest cost.

Agricultural options. We need to take the Alternative with the least impact on agriculture.

Betty Tillerson: With Alternative A, the children still cannot safely cross the road, even with a speed limit.

Alternative B is too close to the back of the school.

Alternative C or D is the best. Get as far away from the school as possible and straighten the road.

Martin Clarke: The bridge down the road is almost on my doorstep.

Will the bridge be fixed? I have lived there since 1966, and the ground is not as swampy as someone just said.

One sign is 40 mph, another is 55 mph; people probably go 65 mph. The bridge is narrow. 12 or 15 times one side or the other of the bridge has been wiped off, mostly by drunk drivers. No alternative will stop drinking.

If you do this, you will replace all of it in less than 10 years.

We need another alternative - straighten the whole mess out.

Get the road away from the school.

Are funds allotted for this project?

Brad: No. Not yet.

Betty Tillerson: How far is Alternative B from the back of the school?

Gerry: 60 feet to the centerline from the fence.

Betty Tillerson: How far is the fence from the playground?

Gerry: The fence is right at the edge of the playground.

Sergeant Perry Brown: (Montana Highway Patrol). We spend much time investigating accidents on these corners; we call the corners the drunk catchers.

In my personal view, Alternative C or D is best.

I sure hope we can route traffic away from the school.

Ann Ferguson: What is the projected traffic volume in 10 years?

Brad: 3,000 to 3,600 vehicles, compared with 2,400 now.

Bob Hanson: We have to consider this because of the traffic accidents. These corners have one of the highest accident ratings in the State of MT. We have committed $250,000 of safety funds for this project. It is No. 1 priority after the Green Meadow project. We do have the funds and can do the project if we work together and get the best possible alternative.

Doug Porter: How are you going to not have a "Y" intersection? The road has to curve between houses?

Gerry: Eliminate part of the road and make access roads to the houses.

John Monson: My wife and I own the land being divided. We share the concerns about the school children. If a child gets hit, it has a drastic affect on the other children at school, however it does not slow down the drivers.

My wife likes Alternative D.

Maybe a cul de sac could be constructed. This would be the best way to go.

This road must be fixed, even though it cuts up our land.

Cars go through our fence all the time, and it is not just drunks.

We cannot have traffic behind and in front of our house.

If this land remains agricultural, the road will split the irrigation ditch that irrigates the whole area. How will we get water to the area that is cut off?

We are definitely not against alteration of curves.

Give consideration to the fact that this land is agricultural.

Maybe you could build a walkway under the road.

Meeting adjourned at 8:48.

Z:\WRRNCRV.MTG

ATTENDANCE LIST

WARREN SCHOOL CURVE REALIGNMENT
PUBLIC SCOPING MEETING

OCTOBER 17, 1990

Ann Ferguson	2620 Tizer Drive		Helena	MT	59601
Terry Pipenich	School District #1	1010 Idaho	Helena	MT	59601
Melvin P. Drake	5950 Canyon Ferry Road		Helena	MT	59601
Robert Rasmussen	Lewis and Clark Co. Pln. Dept.	P.O.Box 1725	Helena	MT	59624
Sgt. Perry L. Borwn	Montana Highway Patrol	303 N. Roberts	Helena	MT	59601
Bill Hay	Historical Research Associates	701 W. Spruce	Missoula	MT	59802
John and Laura Monson	2630 York Road		Helena	MT	59601
Bob and Lori Fearon	3325 Baldy Drive		E. Helena	MT	59635
Nancy and Duane Westerbuhr	4535 Valley Drive		Helena	MT	59601
Dave and Teresa Thompson	2711 York Road		Helena	MT	59601
Richard and Sheryl Ericksen	2947 Village Road		Helena	MT	59601
Lucy Weinrichl	4690 Valley Drive		Helena	MT	59601
William and Sharlene Snoddy	2851 Sundown		Helena	MT	59601
Doug and Julie Ludtke	3860 Floweree Drive		Helena	MT	59601
Ron Curtiss	3845 Heather Drive		Helena	MT	59601
Linda Darelius	3385 Baldy Drive		E. Helena	MT	59635
Steve and Jan Leitzke	3670 York Road		Helena	MT	59601
Lesly Tribelhorn	3536 Tizer Road		Helena	MT	59601
Betty Tillerson	3851 Pioneer Park Drive		E. Helena	MT	59635
Chris Eby	3210 Tizer Road		Helena	MT	59601
Mike Goyins	2595 York Road		Helena	MT	59601
Doug Porter	2520 York Road		Helena	MT	59601
Bob Hanson	Lewis and Clark County	P.O. Box 1724	Helena	MT	59624
Laura Bjerke	3320 Baldy Drive		E. Helena	MT	59635
Jim and Lila Walker	3169 Howard Road		Helena	MT	59601
Catherine Malach	2910 Herrin Road		Helena	MT	59601
Jim Wilber	1623 Chestnut		Helena	MT	59601
Linda Casey	2898 Melrose		E. Helena	MT	59635
Martin Clarke	2307 York Road		Helena	MT	59601
Pam Divine	3375 Wylie Drive, #20		E. Helena	MT	59635
Don and Betty Didriksen	2585 York Road		Helena	MT	59601
Kim Williams	3449 Wylie Drive		E. Helena	MT	59635

\wrrnlst.prn

Brad Peterson, 10-24-90

I'm writing to express my opposition to changing the road at Warren School. We have all lived with these two curves all of our lives. People should have sense enough to slow down. We can't change McDonald Pass because it has curves within its structure.

If something needs to be constructed for the children crossing the highway or a bike route, fine. Lets not spend a tremendous amount of money on that road when some others like Lake Helena Drive are almost impassible. I think our taxpayer dollars can be more wisely spent.

Sincerely,
Edna Sutherland
Box 492
East Helena, 59635

OCT 26 1990
MORRISON—MAIERLE/OSSA, INC.

RECEIVED
OCT 24 1990
MORRISON—MAIERLE/CSSA, INC.

SCOPING MEETING

HES 280-1(8)1, YORK ROAD
WARREN SCHOOL CURVE REALIGNMENT

17 OCTOBER 1990

Please write your comments below concerning the issues that are significant considerations and alternatives that should be considered for the proposed project. Your comments will help determine which issues should be analyzed in depth and which alternatives should be analyzed in the environmental assessment. Comments may be left at the meeting or this form can be mailed to:

Brad Peterson, Project Manager
Morrison-Maierle/CSSA
P.O. Box 6147
Helena, Montana 59604

We would appreciate receiving your comments by 07 November 1990.

Comments: I attended the above meeting on oct 17, 1990 and made some negative statements about the proposed changes. My stand on this has not changed. I believe that all the people pushing for these changes have children or grand children going to this school. I do not believe there are as many accidents in this area as reported by certain individuals. Could you contact the Lewis and Clark County Sheriff office and/or the Montana Highway Patrol (Helena office) for some accurate

(OVER)

Please indicate your name, address and affiliation, if any, on the lines below. Thank you for your interest in this project.

Name and Address: Melvin P. Drake
5950 Canyon Ferry Road
Helena, Montana 59601
Interest: Taxpayer

Thanks,
Melvin P. Drake
10-20-90

figures on reported or confirmed accidents in this area! If I can be of any help, please let me know. The local newspaper and TV station report numerous accident. at the Canyon Ferry Road and York Road junction and also the Helena Ave., Montana Ave. and Lyndale junction, but not many on the Warren School curves.

No, I do not want to see an 8 year old child get hit by a car and possibly Killed. However, if we make these changes as proposed, I feel that one or more of these 8 year old Kids that will be 18 years old in ten years will be Killed speeding around these new curves designed for 60 MPH, while they are trying to negotiate the curve at 90 MPH.

Solutions as follows (saving $300,000 to $400,000):

(1) Reduce the speed Limit by the school to 15 MPH and enforce it by the County Sheriff and Montana Highway Patrol.

(2) Educate these children about Traffic and how to avoid by using the crosswalk.

Note: I can give you a very good example of #2 above if you want it, but it is quite lenghtly.

(3) Completely fence this schoolyard in and put a overhead walkway across the highway or a underground viaduct under the highway for these children to cross on.

Brad Peterson, P.E.
Project Manager
Morrison-Maierle/CSSA
P O Box 6147
Helena, Montana 59620

Dear Mr. Peterson:

My husband and I will be unable to attend the meeting on October 17, 1990 concerning the proposed Warren School curve highway realignment.

As concerned parents and landowners, we feel the urgency in correcting a very dangerous situation.

Our ranch borders the north side of the 2nd curve coming from town. We also lease behind Warren School from Mr. John Monson. We have been first hand witnesses to the danger involved with these curves. We have been awakened countless times by calls from the sheriff's department about accidents on the curves. It usually takes out the fences leaving our cattle free to roam York Road - usually at night. This in itself could cause potentially fatal results. Incidentally, daytime occurrences are also commonplace. Nighttime does not seem to be a factor.

As Doug and I have a child attending Warren School, we have seen potentially tragic scenes happen with children and cars. Warren school, with the highway situation, is a time bomb waiting to go off.

The inherent danger with these curves should be taken with the utmost seriousness, and the project to realign the curves put at the top of the priority list.

Please, before another person is seriously injured or killed, the situation must be taken care of, there is so much at stake.

Sincerely,

Julie A. Ludtke

Doug and Julie Ludtke
3860 Floweree Drive
Helena, Montana 59601
458-6404

We the undersigned, support HES 280-1(8)1, Proposed Warren School Curve Highway Realignment

Name	Address	Phone
Barbara K. Palmquist	331 Stuart	442-8765
Diane M. Maloney	1301 Hollins Ave.	442-2977
Jane Peressini	6 Deborah Ct.	443-7781
Ila Steen	735 6th Ave.	442-1402
Connie Dexter	SR Box 172 Clancy, MT	442-5766
Fran Martinelli	1721 5th Ave.	442-0246
Linda Craig	173 Briarwood	442-5189
Maria Goebel	180 Briarwood	442-7632
Julyn Cromer	2876 Melrose Rd.	227-5881
Julie A. Ludden	3860 Flowerie Dr	458-5374
Lin Williams	P.O. Box 895 E. Helena	227-5891
Karen Mable	3504 Pondera Rd	442-1858
Rose Powell	1045 6th Ave #2	443-7081
Suellen Patrick	2690 York Rd	442-6002
Tracy Selph - NOT A	3273 Holly Grape	227-8273
[illegible]	4425 Helena Dr.	227-8529
John Moe.	3720 Heather Dr.	
Brenda McCarty	42 B Glenwood	442-6763
Joe Saunders	805 Tara Ct.	449-3022
Judy VanRich	4690 Valley DR.	227-6519

We the undersigned, support HES 280-1(8)1, Proposed Warren School Curve Highway Realignment

Name	Address	Phone
Chris "Skip" Eby	3210 Tizer Rd.	449-6084
Jill Hoy	3235 Tizer Rd.	442-8475
Rex G. Hoy	3235 Tizer Rd.	442-8475
Gene & Lorraine Eby	1704 ~~Holl~~ Rd	442-5114
Gayle Eby	3840 Gradestake	227-6129
Arlene Nelson	3775 Wylie Dr.	227-5316
Doug Pudeler	3800 Flowerie Dr	458-5374
Susan Johnston	3130 Howard rd	227-5422
Diana Goettle	2616 Canyon Ferry Rd	449-7519
Lori Kate	3175 Wylie Dr	227-6314
Chris Nichs	3198 Centerview	227-8745
Linda Dawkins	3385 Baldy Dr.	227-5737
Mary Kluesner	3034 Howard Rd	227-6934
Tania Boyle	3320 Baldy Dr	227-7404

14

1990

Dear Mr. Peterson,

I'm all for changing the Oak road to behind Warren school & straightening the road.

I don't know how many times I have slid and spun around while taking my children to school. It is a very dangerous part of that road. It is a nightmare in the winter. I sure would appreciate if you could do something about that part of the road.

Sincerly,

Mrs. D. Wells

VOTE HOUSTON in 90

DEMOCRAT for State Representative - District 43

October 17, 1990

RECEIVED
OCT 13 1990
MORRISON—MAIERLE/CSSA, INC.

York Road Reconstruction Project
Brad Peterson, Project Manager
Morrison-Maierle/CSSA
Box 6147
Helena, Montana 59604

Dear Mr. Peterson,

I offer my regrets for not being able to attend the public meeting regarding this very important project. But as I am currently involved in a campaign for the legislature, my time has been thoroughly filled.

As I walk through the area talking with people, I have had parents express their concern about this problem. It is clearly a traffic hazard, as well as a danger to Warren School children.

I can only encourage everyone concerned to move on this project as efficiently as possible. I have two concerns:

1. That the road be placed away from the school, either behind it, or in a manner that access to the school be through a secure route; away from the ever increasing York Road traffic.

2. That the EIS be done thoroughly and with as little delay as possible. This is often the greatest stumbling block to many public projects.

I offer my assistance in any way to make this project a success. The safety of drivers and our children is a great concern to us all. Please let me know when the next meeting will be held. I would like to put it on my calendar.

I also wish to thank the Warren school PTO for their good work in organizing this public meeting. It is my sincere belief that we all need to participate in issues which affect our community.

With best wishes for success,

Bill

Bill Houston

cc: Chris Eby

Paid for by HOUSTON IN 90 • PO Box 638 • East Helena, MT 59635 ARTCRAFT

RECEIVED
OCT 18 1990
MORRISON—MAIERLE/CSSA, INC.

To Mr. Brad Peterson;

I am writing in concern of Warren School and York Road. As a parent from Warren School I really worry about the safety of all our children. There have been so many accidents on those corners. I have often seen tire tracks into the yard and field on that 1st corner.

I hope it won't take a tragedy to change York Road in the area of Warren School.

I would like to see York Road straightened out behind the school. I think this would be safer for the children and the cars coming in and out of our parking lot.

THANK YOU

Mary K Yuricic

OCT 12 1990

MORRISON—MAIERLE/CSSA, INC.

October 11, 1990

Mr. Brad Peterson
Project Manager
Morrison-Maierle/CSSA
Box 6147
Helena, Montana 59604

RE: Realignment of York Road

Dear Mr. Peterson:

This letter is written from the viewpoint of a taxpayer, concerned citizen, and worried parent of a student attending Warren School. I would like to offer my suggestion regarding the modification of York Road.

The "no change" proposal should not even be a viable consideration. York Road must be modified to protect the children attending Warren School, and the sooner the better. Because of the county's plans to locate a landfill further east on York Road, traffic on the road is, ultimately, going to increase dramatically.

Straightening the road from the corner of the school to the corner by Central Valley Market would, indeed, remove the dangerous "S" curves, but would not slow or deter the speeding motorists, and the children in the area would still be in considerable danger.

It appears that the most attractive and logical modification would be to move the road behind the school, thereby eliminating the curves, as well as all direct traffic from the school area. Access to the school could still be obtained by using what would then become the "secondary" portion of York Road.

This issue is of major concern to all citizens in the area, particularly those of us with students in attendance at Warren. York Road must be modified; the only questions are when and how. Your consideration of my suggestion is most appreciated.

Sincerely,

Susan Spurlock

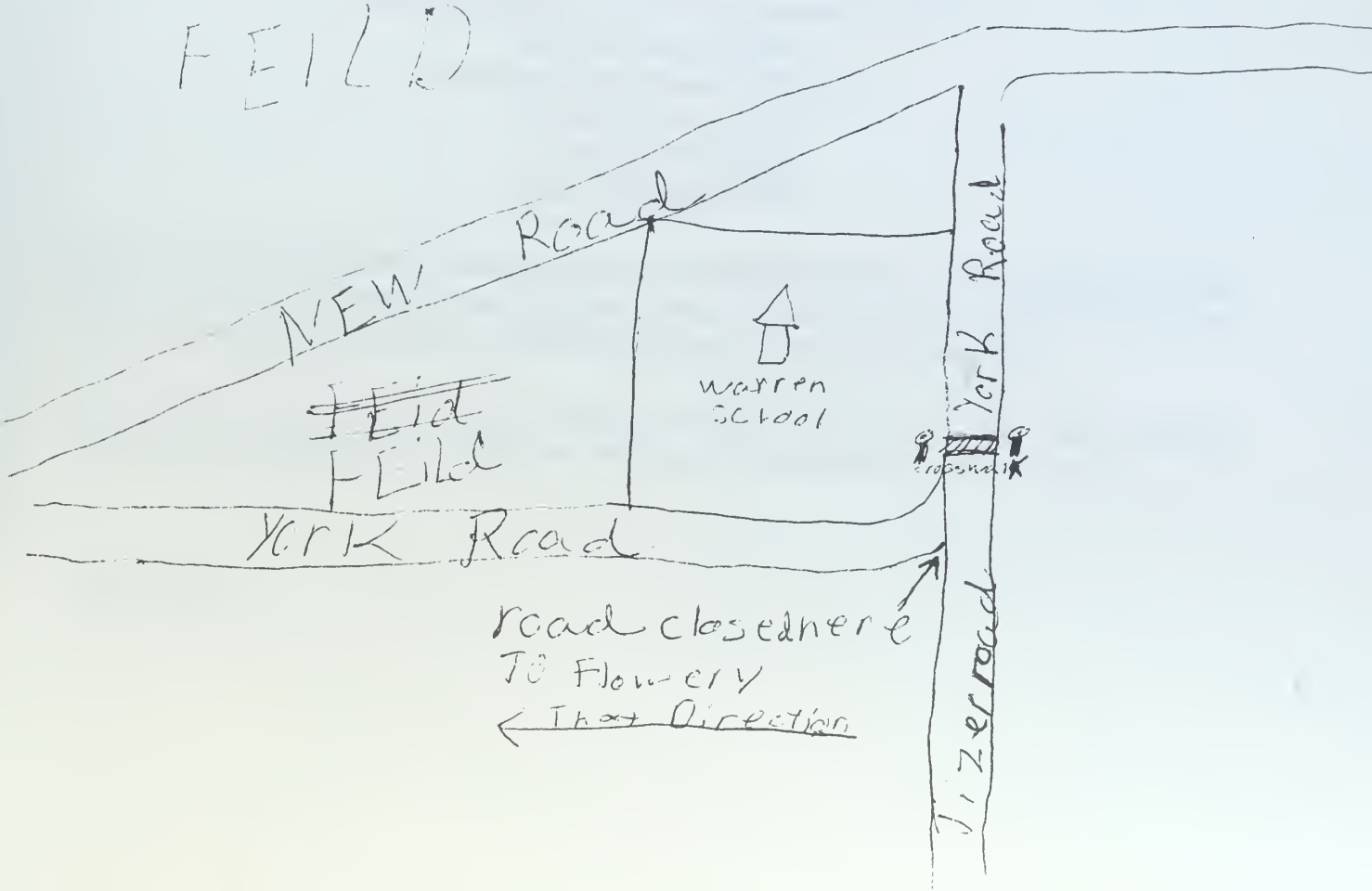
Susan Spurlock
2370 York Road

RECEIVED
OCT 12 1990
MORRISON—MAIERLE/CSSA, INC.

Dear Mr. Peterson,

I am a concerned fifth grade student and I think the new road that you are considering building should be made to go behind the school and close the first half of the curve down so kids can ride and walk to and from school that live on the west side of school. I have drawn a map of what I think should be done about the road,

Concerned Student,
Ilene Spurlock



TO ALL INTERESTED GOVERNMENT AGENCIES

AND

THE PUBLIC

The following Environmental Assessment (EA) for Project No. HES 280-1(8)1 Warren School Curve Realignment is submitted for your review.

This EA documents the various studies, meetings and coordination that occurred during the development of this project.

It is imperative that the Montana Department of Highways be notified immediately of any concerns of a substantive nature to this project. Comments should be submitted to the Montana Department of Highways on or before April 12, 1991. All comments should be sent to:

David S. Johnson, P.E., Preconstruction Engineer
Preconstruction Bureau
Montana Department of Highways
2701 Prospect Avenue
Helena, MT 59620
Phone: (406) 444-6244

The attached list indicates those agencies and individuals who are being notified of this project. If you are aware of other agencies, groups or individuals that might be affected or concerned and are not on this list, please let us know and we will contact them.

A combined Location and Design Public Hearing will be held in the Warren School Gymnasium, located at 2690 York Road, Helena, MT, on March 21, 1991 at 7:00 p.m.

\WRNMTG.NOT

NOTIFICATION LIST
WARREN SCHOOL CURVE

Department of Commerce
ATTN: Aeronautics Division
1424 Ninth Avenue
Helena, MT 59602

Department of Commerce
ATTN: Admin. Trans. Div.
1424 Ninth Avenue
Helena, MT 59602

Dept. of Fish, Wildlife & Parks
Project & Planning Bureau
Parks Division
1420 E Sixth Avenue
Helena, MT 59620

Dept. of Health & Environ. Sciences
Air Quality Bureau
Cogswell Building
Helena, MT 59620

Dept. of Health & Environ. Sciences
Water Quaulity Bureau
Cogswell Building
Helena, MT 59620

Dept. of Nat. Res. & Conservation
Office of the Director
1520 East Sixth
Helena, MT 59620

Environmental Quality Council
Office of the Director
Capitol Post Office
P.O. Box 215
Helena, MT 59620

Montana Dept. of Education
Montana State Library
1515 East Sixth Avenue
Helena, MT 59620

State Clearinghouse
Lieutenant Governor's Office
Capitol Building
Helena, MT 59620

Fed. Emergency Management Agency
Region VIII
Denver Federal Center
Building 710
Denver, CO 80225

U.S. Dept. of the Interior
Chief, Environ. Impact Asses. Prog.
U.S. Geo. Survey,MS-760
423 National Center
Reston, VA 22092

U.S. Dept. of the Interior
U.S. Geo. Survey,
Water Ressources Division
RM 428, Federal Building
301 S. Park,
Drawer 10056
Helena, MT 59626

U.S. Fish & Wildlife,
MT Office
Enhancement Division
Mr. Kemper McMaster
Fed. Building
301 S. Park
Helena, MT 59626

Montana Automobile Association
P.O. Box 4129
Helena, MT 59604

Montana Motor Carriers Assoc.
P.O. Box 1714
Helena, MT 59604

State Soil Conservation Service
Federal Building
10 E. Babcock St, RM 443
Bozeman, MT 59715

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